

HAZZARO WINS GRAND PRIX

EXCITING RACE FOR BIG FRENCH AUTO TROPHY.

Duray Leads at the Start, but Gives Way to Italian-Lancia's Fast Gives Out Near the End—Hazzaro and Christie Meet With Mishaps—Shepard Finishes Ninth.

Special Cable Dispatch to THE SUN.
DIEPPE, July 2.—Felix Hazzaro, entered at the last minute at the double the regular entry fee, to-day won the 478 mile contest for the Grand Prix of the Automobile Club of France in 6 hours 48 minutes and 33 seconds, driving an Italian Fiat racer of practically the same type that he drove last fall in the struggle for the Vanderbilt cup in America. Hazzaro averaged more than 70 miles an hour.

François Siz, the hope of France because he won the two day race for the Grand Prix last year over the Sarthe circuit, finished second with a Renault in 6 hours 53 minutes 10 seconds. Bars, with a Brasier, was third in 7 hours 5 minutes 35 seconds. Gabriel, with a Lorraine-Dietrich, was fourth in 7 hours 11 minutes 39 seconds. Rigal, substituted recently for another, was fifth with a Darracq in 7 hours 12 minutes 36 seconds.

Gustave Callois, driver of a Thomas in the American elimination trials for the Vanderbilt cup team last fall, was sixth with a Darracq in 7 hours 15 minutes 58 seconds. Barlier was seventh with a Brasier in 7 hours 27 minutes 54 seconds. Garret, with a Bayard-Clement, was eighth in 7 hours 34 minutes 17 seconds. Elliott F. Shepard, the young American, finished ninth with a Bayard-Clement in 7 hours 39 minutes 56 seconds. Henry, winner of the second Vanderbilt cup race on Long Island in 1905, was tenth with a German Mercedes in 8 hours 25 minutes 25 seconds.

Courade was eleventh with a Motobloc in 8 hours 48 minutes 32 seconds. Bablot, with a Brasier, was twelfth in 9 hours 12 minutes 50 seconds.

The race for the smaller cars for the cup offered by the sporting commission of the Automobile Club of France was won by Delange Foucault in a Darracq in 5 hours 18 minutes 25 seconds, the distance being 286.5 miles.

For the Grand Prix the competing cars were limited to 4.5 gallons of fuel per 62.1 miles and in the contest for smaller cars the allowance was 3.5 gallons of fuel per 62.1 miles.

The result was a bitter disappointment for the multitude of Frenchmen who had journeyed to the seashore district to watch the race in the hope of witnessing the triumph of one of their countrymen, as there were twenty-four French cars out of a total of thirty-eight entered for the contest.

To those interested in the French industry the only source of joy lay in the fact that the first down to complete the distance there were ten machines from French factories, and even then the Mercedes, which finished in tenth place, was driven by that sturdy native of the great European republic, Henry, who had won glory for France by taking a Vanderbilt cup struggle from the victor in today's struggle.

Sure, a French leader, Darracq, won the cup for smaller cars, but in that contest there was neither the rivalry of nations nor the interest that attended the greater struggle.

To those among the spectators who did not allow their feelings as Frenchmen to interfere with their judgment, and among the visitors from other lands, Hazzaro and his mates of the Fiat team, Lancia and Wagner, had been the favorites in any wagers that were made.

Though not so dashing as Lancia nor so much of a daredevil as Wagner, Hazzaro has been aptly described as a driver who combined discretion with daring. He has been a most consistent performer in great road races and to-day won his third great race for 1907, having been victorious in the Targa Florio, the island of Sicily and in the race for the Kaiser's cup, held recently over the Tanus course in Germany.

Nazzaro's companions of the Fiat team, Lancia and Wagner, did not finish. Lancia drove in his usual daring style but was not careful enough in caring for his limited allowance of fuel and consequently was unable to complete the distance, which was a great disappointment to him as he had been third at the end of the ninth round of the course, being less than ten minutes behind Siz, who was second to Nazzaro, who was leading the Frenchman by almost six minutes.

Wagner, the French driver who left the Darracq firm a few months ago to accept an engagement with the Paris agents of the Fiat, while leading during the third round of the circuit dropped off the course onto a field and then into the ditch at the end of the race.

Jefferson De Mont Thompson, chairman of the racing board of the American Automobile Association and of the Vanderbilt Cup Commission, was in his box with a party of friends when Lancia was sent away first at 6 o'clock this morning. The King of England and the President of France had been expected at the race, but neither of them materialized.

The other contestants were started at intervals of one minute after Lancia had departed. All of them got away in good style except Hubert Le Blon, winner of second place in the American team for last year's Vanderbilt race with a Thomas, who to-day had some difficulty in getting his Panhard to start, but got away just in advance of Salzer with his Mercedes, who was the next starter.

Mishaps began in the initial round, when Riches failed to make a difficult turn at Loudiniere and was upset. Bablot, in a Brasier, was following close behind and drove into the ditch in an effort to avoid a collision. Riches had to abandon his car, but Bablot continued after making some slight repairs and finished.

Lancia, first to start, was first to complete the first round of the circuit, doing it in 41 minutes 38 seconds. Duray, winner of the Circuit des Ardennes race last year in very fast time, to-day made the fastest time for the first round of the circuit, completing it in 40 minutes with his Lorraine-Dietrich. Siz and his Renault made the first round in 40 minutes 45 seconds and started with his Darracq did it in 41 minutes 47 seconds.

Duray drove his Lorraine-Dietrich in fine style, and up to the end of the eighth round looked surely a victor, as he had completed the eight rounds in 5 hours 33 minutes 35 seconds. A broken bearing in one of his wheels gave out on the next round and forced the blond driver to relinquish the race. He made the second round in 1 hour 19 minutes 54 seconds, the third round in 2 hours and 21 minutes, the fourth round in 2 hours 30 minutes 10 seconds, the fifth round in 3 hours 24 minutes 55 seconds. When he had completed his fifth round he stopped to replenish his fuel supply and re-lit his radiator, starting away again at a fast rate. His sixth round was completed in 3 hours 55 minutes, his seventh in 4 hours 48 minutes 13 seconds.

Lancia drove in almost as even and dashing style as Duray during the early part of the race, never being more than two minutes behind Duray until the end of the fifth round, for which Lancia's time was 3 hours 27 minutes 9 seconds, or less than three minutes slower than Duray. At the end of the seventh round, however, Duray was 3 minutes and 5 seconds ahead of Lancia.

George Heath, the transplanted American who captured the Vanderbilt cup race for France with a Panhard, met with mis-

fortune to-day, and after completing the first round in 53 minutes 23 seconds had to retire, as his car broke down. Heath was not injured, but could not continue.

Valter Christie, the only American driver of an American car, broke a valve which prevented his front wheel direct driven racer from showing what it was capable of. His first round was made in 1 hour 20 minutes 13 seconds. His second round was completed in 2 hours 9 minutes 2 seconds. He finished his fourth round in 4 hours 58 minutes and was cheered by the crowd as he started on his fifth round.

Elliott F. Shepard, the son of the Vanderbilt family, who drove a Hotchkiss racer as one of the Frenchmen in the Vanderbilt cup race last fall, made a good showing with his Bayard-Clement to-day, particularly in view of the fact that he had not had sufficient time to become acquainted with the machine before the contest. His time for the first round of the course was 46 minutes 20 seconds, and for two rounds was 1 hour 22 minutes 8 seconds. He completed his sixth round in 4 hours 37 minutes 45 seconds.

The race was run over a triangular course 47.8 miles around, which was covered ten times. The start was near Dieppe, forking sharply to the left about a mile from the start, so that spectators in the grand stand could see the cars as they raced along through the open country after making the abrupt left turn. There had been fears that the heavy rains would make the road surface in slippery condition, but a brisk wind which blew all night dried out the roads.

One of the one day that down the homestretch of the Dieppe circuit to-day Nazzaro was driving to glory? If one were an Italian, undoubtedly yes. If one were French, certainly might be expected to say so. It seemed to anyone, when Nazzaro came in a winner. To be sure, all demands of politeness were fulfilled—Nazzaro was taken to the box of the Automobile Club of France and congratulated, but the cheers were few, both then and earlier when he sent his Fiat across the line a winner in the second Grand Prix of the Automobile Club of France.

There was a strong contrast between Siz and his Renault's victory on the Sarthe circuit last year and Nazzaro's Fiat victory to-day in the measure of acclamations of the crowd and the demonstrations within and before the Automobile Club's box.

Dieppe, whose hotels refused ordinary patrons in advance, felt rather chagrined last night, for the eager followers of the sport did not take anywhere near all the accommodations. At the track grand stand, which only claimed to accommodate 5,000, scarcely more than double that number were visible. Hence, the attendance elsewhere about the course was not ascertained definitely. The grand stand was not nearly so large as that of the Sarthe circuit, and the restaurant accommodations were less. Doubtless due to the 1906 experience. All this does not mean that interest in automobilism is waning by a long shot, but it does indicate that the conditions of the race must be made sportsmanlike and less tinged by manufacturers' control, especially one national.

American motorists for the second time declared for more open conditions. English makers, whose cars scarcely showed to advantage, to speak mildly, expressed in advance disapproval of the conditions. France would have had a magnificent performance for her credit had Duray's car held out, but he being beaten, the car made the car wabbly and forced its retirement. Italy's makers' judgment in presenting heavy machines was justified by the chances of the game.

Christie's machine, although it excited immediate interest and some betting, could not compete with the more thoroughly tried racers. Observers prior to the start, however, noted the keenness of the attention paid by the French to this machine. Christie was a steady driver and he had to drill through steel to make repeat, but this made his chances hopeless. It is reported that a meeting will be held, largely at Englewood, at 10 o'clock soon to urge auto racing under new conditions.

PRIZEFIGHT CONSPIRACY.
Magistrate Believes Substitution of Prisoner Was Made in Special Sessions.

Magistrate Kerochian held an examination yesterday in the Tombs court into the charge of conspiracy against President James J. Buckley of the Sharkey Athletic Club, Terrible Eddie Smith and Frankie Sheehan, pugilists. The charge grew out of the substitution of Smith for a boxer named George Anderson in the Court of Special Sessions last week. Anderson, Sheehan and Buckley were arrested in January for violation of the law prohibiting prizefighting. Tammany leader James J. Maguire went on their bonds in \$50,000 and Anderson disappeared. Smith was substituted with the object apparently of preventing the forfeiture of the bond.

Four lawyers appeared before Magistrate Kerochian for the three defendants. As Policeman Nuppenau, who made the original arrests, and Assistant District Attorney Turnbull told of what took place in Special Sessions when the substitution was discovered the quartet of legal talent interposed a rapid fire of objections.

The Court overruled them as fast as made. Finally when it was apparent that the Magistrate was in favor of holding all three defendants Lawyer Emil Fuchs asked permission to submit a brief.

"On what, the law?" asked Magistrate Kerochian.

"Yes, your Honor."

"Oh, well, if that's it I'll hold them and you can try your law in a higher court," reaching for the papers.

"But I am sure I can convince you," protested Fuchs.

"Yes, we can convince you," chorused Phil Goodhart, Lawyer Donohue and the rest.

"Well, I am frank to say you will have a very hard time of it," said Magistrate Kerochian. "The Court do not doubt that a bold substitution was made. It was outrageous. And I want to see somebody severely punished for this kind of thing. I will give you until next Tuesday afternoon to submit briefs."

PENNSYLVANIA RAILROAD
Bulletin

TO THE SEASHORE RESORTS.
It is a popular list of summer resorts that dot the New Jersey coast from Sandy Hook to Cape May. Long Branch, Elberon, Asbury Park, Spring Lake, Seaside Park, Beach Haven, Atlantic City, Ocean City, Wildwood, and Cape May—all are suggestive of delightful sea breezes, and replete with exhilarating aquatic diversions.

Between New York and Asbury Park, and other points on the upper coast, a service of ten express trains in each direction is maintained every week-day. Eight of these carry Pullman parlor cars, and five have Parlor Smoking cars. Several of these trains make the run between New York and Asbury Park in 90 minutes. On Sundays a schedule of four trains in each direction affords attractive service.

Atlantic City is but three hours from New York by the fast through trains of Parlor cars and coaches, leaving New York at 9.55 A. M., 2.55 P. M. week-days; 1.25 P. M. Saturdays only, and 7.55 A. M. Sundays.

Cape May, Wildwood, and Ocean City can now be reached via the Delaware River Bridge Route, all rail and no transfer through Philadelphia, on trains leaving New York at 7.25 A. M. and 1.55 P. M. week-days.

Ticket Agents will give you full information regarding the service to all summer resorts reached by the Pennsylvania Railroad and its connections, together with rates of fare.

BECKER NOT HELD FOR MURDER

HIS CONFESSION OF ELMHURST CRIME IGNORED.

Grand Jury Had Devoted a Week to Investigation of the Killing of Amelia Staffeldt—Mrs. Simonson, Who Identified Becker, Is Now Strangely Persecuted.

After a week's investigation the Queens county Grand Jury yesterday refused to indict Henry Becker for the murder of Amelia Staffeldt, the fifteen-year-old girl who was killed while picking dandelions in a field near her home at Elmhurst on the afternoon of May 22.

Becker was arrested near the scene of the murder the day following by Capt. McCafferty and all other clues were abandoned. When the prisoner was put through the "third degree" he confessed, and then he started in to confess to anybody and everybody who happened to ask him about the crime. He also confessed to imaginary crimes, and after repeating his confession when arraigned before Magistrate Conorton in the Flushing police court following his arrest he wound up by saying:

"And that's what they told me to tell."

"Who told you to tell that?" asked the Magistrate.

"Why, the officers," was the reply. Then turning to those who had him in custody, he continued: "Now, I told what you wanted me to; are you going to let me go now?"

Connected with the murder is the mysterious persecution that followed the family of George B. Simonson, who lived on the Trains Meadow road, near the scene of the murder. His wife, Mrs. Emily Simonson, saw two men, one of whom, she said, was Becker, washing their hands at the pump in her yard about the hour of the murder. Since then an attempt has been made to murder Mr. Simonson while on his way home through the lonely woods that line both sides of Trains Meadow road, which have been fired at his house at night, his big watchdog has been poisoned, Mrs. Simonson has received three threatening letters and word was left in a grocery store where she does her shopping that she would be kidnapped. Terrorstricken, the Simonsons quit their home and are now living with Mr. Simonson's father at 26 Sycamore avenue.

When served with a subpoena Monday night to appear before the Queens county Grand Jury yesterday Mrs. Simonson said she was afraid to go to the court for fear she would be murdered. Lieut. Herbert Graham of the Brooklyn headquarters was sent in a coach to take her to Long Island City, where the Grand Jury was in session, but following the service of the subpoena she had become so overwrought by excitement that her physician refused to permit her to leave the house.

All three letters sent to Mrs. Simonson were mailed from station E, Manhattan, and all were liberally decorated with skulls and crossbones, daggers and black hands, while the third letter had the head of a young girl, well executed in pen and ink, drawn on the letter sheet. One of the letters read:

MRS. SIMONSON: Young Becker fellow innocent, and if you and your husband appear against him we will fix you.

BLACK HAND SOCIETY.

Another letter read:

Harry Becker is innocent of the killing of Amelia Staffeldt, and the big Simons did the killing. If you don't keep your big mug shut we will give you the same dose we gave Amelia Staffeldt.

BLACK HAND SOCIETY.

District Attorney Darrin of Queens county will try to trace the author of these letters. In the meantime the murder is up to the police again.

FAGAN LOSES TWO BIG SUITS.
Trolley Company, Railroads and State Win Over Jersey City in Appellate Court.

TRENTON, N. J., July 2.—Two decisions handed down by the Court of Errors and Appeals to-day are against Mayor Fagan and his associates in Jersey City in their fight against the railroads and trolley companies.

In one suit Mayor Fagan attacked the North Jersey Street Railway Company upon the ground that it was operating illegally in Jersey City and that the act continuing the corporate existence of corporations was unconstitutional.

The Court of Errors sustains the validity of the various acts under which the North Jersey claims the right to use the streets of Jersey City. The court found it necessary to pass upon the particular question of the right to extend corporate franchises, and pointed out that such a decision would be far-reaching, as it would effect the status of the various corporations in the State.

In the other case the Supreme Court was reversed in the suit brought by Mayor Fagan against the Lehigh Valley Railroad. The Corporation was found to be a common carrier, and the court held that the railroad was taxable by the State as such.

By the decision both the State and the railroads win a victory. The State will receive the revenues instead of the municipality and the railroads will be required to pay less tax than otherwise. A contrary decision would have largely increased the revenues of Jersey City.

TWO KILLED IN THE TUNNEL.
By a Four Ton Rock Which Dropped Without Warning From the Roof.

A four ton rock dropped yesterday out of the roof of the Thirty-second street bore of the Pennsylvania tunnel under Second avenue and killed two men. They were August Weber of 4 Carmine street, foreman, and Victor Preppi of 422 Tenth avenue, a laborer. Weber was married only four months ago.

The 150 men had entered the tunnel at the opening, 31 East Thirty-second street, and were going east to their several stations to begin the day's work.

The falling of the rock, the engineers said, was an unavoidable accident, as there was nothing in the visible strata to indicate that it was coming.

SLAIN IN TENEMENT DUEL

Man Had Been Murdered Twenty-four Hours Before Body Was Discovered.

It was discovered yesterday that another murder had been committed in the block of Elizabeth street between Hester and Grand. On Saturday evening Paul de Pasculla got to arguing with some other Sicilian in a grocery at No. 85 and died with a hole in his skull made with the handle of an umbrella, delivered lance fashion.

The bartender chased the surviving disputant outdoors and nobody knows, it is said, who he was or where he went.

Yesterday the body of Clemente Criccio, who lived in a two room tenement at No. 90 and kept a saloon on Front street, Jamaica, was found on the floor of his apartment.

Giuseppe Cana of 154 Mott street, seeking to send a message to a brother in Criccio's employ, came around to the house, could not raise anybody, climbed the fire escape and found Criccio's body on the floor. One bullet had gone through the brain and another through the heart.

Coroner Sherry found that Criccio had been dead at least twenty-four hours. Although five other Sicilians inhabit the rooms across from Criccio's and the building has a raft of other inmates, no one could be found who would say he heard any shots—that is, not until Minna Isabella of 85 said her landlord, Antonio Testa, had told her that he had. Testa said the story wasn't true until he was confronted by the Isabella girl. Then he recalled that he had been drinking between 7 and 7 o'clock Sunday morning. The Fourth coming early to Elizabeth street, he suspected, and then Minna Isabella remembered that as she was passing the door of Criccio's room very early on Sunday she had seen him putting on his necktie, while a stranger with a straw hat stood by.

Isabella's brother, Antonio Testa, had told her that he had. Testa said the story wasn't true until he was confronted by the Isabella girl. Then he recalled that he had been drinking between 7 and 7 o'clock Sunday morning. The Fourth coming early to Elizabeth street, he suspected, and then Minna Isabella remembered that as she was passing the door of Criccio's room very early on Sunday she had seen him putting on his necktie, while a stranger with a straw hat stood by.

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AMONG THE AUTOMOBILISTS

HOPE FOR CHANGE IN JERSEY'S REGISTRATION RULE.

Motorists Would Like to See Prospect of Vanderbilt Cup Race Being Run There Sooner Than of State Legislators Toward the Non-Resident Drivers.

New York motorists expressed themselves favorably yesterday over the prospects of running the Vanderbilt cup race and American elimination trials in New Jersey. The fact that President W. F. Sadler, Jr., of the Associated Automobile Clubs of New Jersey had asked for the use of a course on two days was good news to those who do not favor making a manufacturers' contest out of the Vanderbilt race, as many interested men feel that the rule that entries be restricted to five from any one nation should be adhered to. As it seems most likely that the course over which the race will be fought, provided permission is secured, will be some distance away from New York the problem of how to keep the spectators of the course during the race will be simplified, though it is very likely that a great throng would watch the race no matter where it is run.

An automobilist who does considerable driving in New Jersey remarked yesterday that the present rule of the State is a stop with passing a law to allow the use of roads for the race and State troops to guard the course, but would continue its good work long enough to pass an amendment to the present motor vehicle regulations, doing away with the present requirement that every car driven in the State must be registered there and carry only the New Jersey number. It may be, however, that the legislators will refuse to change this regulation, as for one thing the State is not a racing test in that State will mean about 10,000 additional cars to be registered at the regular rate, and for another thing the State is taking out licenses, all of which will help to swell the State treasury.

TRENTON, N. J., July 2.—Following a conference to-day with Charles F. Terry, chairman of the law committee of the American Automobile Association, Attorney-General,

McCart drafted a bill to permit the holding of the Vanderbilt cup race in New Jersey. It is a proposition to introduce the measure in the Legislature when it reconvenes on Friday. The bill provides for the necessary exporting of the State and the suspension of the Frelinghuysen law during the race.

Gov. Stokes said to-day that personally he favored the race, but he was not in a position to say whether he would support it or not. He said, however, that he would be largely influenced by public sentiment. If this was favorable he would gladly assist in securing the necessary law. But otherwise he would not care to do so.

The press of the State is divided on the question of the desirability of having the race in this State. Some of the newspapers have already started a crusade against it, while others favor it.

American automobile manufacturers are gaining on their foreign competitors in a business way for while the import of cars into this country for May decreased, there was an increase in the value of cars and parts exported. During May last year 117 foreign cars were brought into this country, but only 105 cars were imported in May of this year. Italy sent over two more cars this year during May than it did last year, but the United Kingdom two less. In May of 1906 the exports of cars and parts from this country amounted to \$2,000,000, and the imports of cars and parts to the value of \$8,528 were sent abroad. During the eleven months ended May this year the total exports of cars and parts amounted to \$609,133.

ALUMINUM AUTOMOBILE BODIES, Highest Grade Only. MOTOR REPAIR WORK. Complete Cars; Immediate Delivery.

J. M. Quinby & Co. Newark, N. J. Adjacent Lackawanna Station. Established 1884.

CRESCENT PARTS COMPANY, 1730 BROADWAY.

USE THE BEST REMOVABLE RIM. There are, of course, imitations of the CRESCENT REMOVABLE RIM (Formerly Harburg).

Sometimes a competitor will make extravagant claims regarding the time required to change a complete tire. When we say that we can make a complete change in 3 minutes we mean that any one can do it with ease.

The saving of extra time depends on the speed and skill employed. With practice a change can be made in much less time than 3 minutes.

Extra in flatted tires are carried. The usual delay due to the replacing and inflating of a new size on the road is eliminated.

Use regular make of clincher tire can be used. Fitted to old or new wheels. Write for circular or call for demonstration.

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AUTOMOBILES.

Wins Grand Prix.

For the third time within the past three months FIAT wins a Great International Victory, proving beyond all question that for speed, endurance and consistent performance it is preeminently the leader.

Grand Prix Race in France, July 2d. 477 mile contest, 38 competitors, FIAT 1st.

Kaiser Cup Race in Germany, June 15th. 300 miles, 91 competitors, FIAT 1st, 5th and 6th.

Targa Florio Stock Car Race in Italy, April 21st. 300 miles over mountains and bad roads, FIAT 1st, 2d and 4th out of 48 competitors.

These contests have been more severe than any ordinary hill climbs or endurance contests, and to win three in